

REMARKS/ARGUMENTS

Applicants would like to thank the Examiner for the careful consideration given the present application. The application has been carefully reviewed in light of the Office Action, and amended as necessary to more clearly and particularly describe the subject matter that Applicants regard as the invention.

Review of the subject application in view of the present amendment/remarks is respectfully requested.

Claims 1-8 were rejected under 35 U.S.C. 103(a) as being unpatentable over U.S. Patent No. 5,243,764 to Wieland (hereinafter "Wieland") in view of U.S. Patent No. 6,363,618 to Durr (hereinafter "Durr"). For at least the following reasons, the Examiner's rejection is respectfully traversed.

With regard to claim 1, the Office action rejects old language that was previously amended and does not comment on the present language. Specifically, the Office action stated that the limitation "the working tool carrier is clamped to a protruding part 47 of the crankcase 50" is rejected by Wieland. However, the present language of claim 1 recites that "the working tool carrier is clamped to a protruding part (20) of a component (16) embedded in the crankcase (12) wall when the crankcase (12) is casted." Wieland describes that a working tool carrier (i.e., guide bar 32) is actually clamped to the engine housing 1 (column 3, lines 12-14) instead of the appendage 47 as asserted by the Office action. Thus, even the assertion in the Office action that a working tool carrier is clamped to a protruding part of the crankcase in Wieland is not supported by the cited references. Moreover, an argument that the guide bar 32 is somehow "clamped to" the engine block because the end 46 of the stud bolt 36 is threadably engaged in the engine block of engine 2 is irrational because the guide bar 32 and the appendage 47 are actually

at a distance from one another. Furthermore, there is nothing in Wieland that discloses “a protruding part (20) of a component (16) embedded in the crankcase (12) wall” because the engine housing 1 does not contemplate structurally reinforcing a portion of the engine housing 1 adjacent to the guide bar 32 by embedding an element in the engine housing 1.

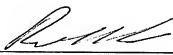
As to Durr, it is correct that this reference discloses a stabilizing plate 7 that is embedded in the plastic of a lower crankcase 6 (column 3, lines 15-16). However, Durr does not overcome the deficiency of Wieland that “a protruding part (20) of a component (16) embedded in the crankcase (12) wall when the crankcase (12) is casted” is missing. Specifically, the stabilizing plate 7 is completely embedded in plastic surrounded by a plastic layer 31, 31’ and is held in the lower crankcase 6 in a non-detachable manner and free of play (column 3, lines 15-21). Durr also states that a connection 23 for a guide bar 20 is provided in the engine housing 5 (column 2, lines 57-58). However, the dimensions of the stabilizing plate 7 are such that it does not extend beyond the lower crankcase 6 and, even if it did, there is no indication in Durr that there is “a protruding part” to the stabilizing plate 7 or that the guide bar 20 would be clamped to it. Therefore, even the combination of Wieland and Durr fails to disclose each and every limitation of claim 1.

Since the rejection of claim 1 was improper as explained above, the rejection of claim 1 and claims depending therefrom must be withdrawn.

In light of the foregoing, it is respectfully submitted that the present application is in condition for allowance and notice to that effect is hereby requested. If it is determined that the application is not in condition for allowance, the Examiner is invited to initiate a telephone interview with the undersigned attorney to expedite prosecution of the present application.

If there are any additional fees resulting from this communication, please charge same to our Deposit Account No. 16-0820, our Order No. ABE1-37597.

Respectfully submitted,
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Date: March 3, 2008